1-15. (CANCELED)

16. (NEW) A hydrodynamic converter for the drive train of a motor vehicle comprising:

a pump (2);

a turbine (3) connected to the transmission input shaft (4);

a stator (5);

a primary clutch (PK) which connects the drive (6) detachably to the pump (pump impeller) (2); and

a converter bridging clutch (WK) which connects the drive (6) detachably to the transmission input shaft (4), wherein the primary clutch (PK) and the converter bridging clutch (WK) can be activated by a common piston (8) via a common oil supply (9).

17. (NEW) The hydrodynamic converter according to claim 16, wherein the common piston (8) is arranged so that on one side it is acted upon by the internal pressure of the converter and on the other side by the pressure built up in the piston space (12), so that depending on the ratio between the converter's internal pressure and the pressure in the piston space, the piston (8) can be moved in a particular direction, and depending on the said direction, in each case a clutch (PK, WK) can be actuated.

18. (NEW) The hydrodynamic converter according to claim 16, wherein the primary clutch (PK) and the converter bridging clutch (WK) are arranged on the same side of the converter.

19. (NEW) The hydrodynamic converter according to claim 16, wherein the primary clutch (PK) and the converter bridging clutch (WK) are arranged on the engine side.

20. (NEW) The hydrodynamic converter according to claim 16, wherein the primary clutch (PK) and the converter bridging clutch (WK) are positioned approximately one above the other or one next to the other.

21. (NEW) The hydrodynamic converter according to claim 16, wherein the converter bridging clutch (WK) can be closed by the action of pressure and the primary clutch (PK) can be closed by the spring force of a spring (11) and can be opened by the action of pressure.

22. (NEW) The hydrodynamic converter according to claim 16, wherein the converter bridging clutch (WK) and the primary clutch (PK) can be closed by the action of pressure.

23. (NEW) The hydrodynamic converter according to claim 16, wherein the pump (2) is connected to the outer disk carrier of the primary clutch (PK), the inner disk carrier of the primary clutch (PK) is connected to a web (10) connected to the drive (6), the turbine (3) is connected to the inner disk carrier of the converter bridging clutch (WK) and the drive (6) is connected to the outer disk carrier of the converter bridging clutch (WK) via the web (10).

24. (NEW) The hydrodynamic converter according to claim 16, wherein the pump (2) is connected to the inner disk carrier of the primary clutch (PK), the outer disk carrier of the primary clutch (PK) is connected to the drive (6), the turbine (3) is connected to the outer disk carrier of the converter bridging clutch (WK) and the drive (6) is connected to the inner disk carrier of the converter bridging clutch (WK) via a bolted-on disk (13).

25. (NEW) The hydrodynamic converter according to claim 16, wherein the pump (2) is connected to the inner disk carrier of the primary clutch (PK), the outer disk carrier of the primary clutch (PK) is connected with the drive (6) via the converter shell, the turbine (3) is connected to the inner disk carrier of the converter bridging clutch (WK) and the drive (6) is connected to the outer disk carrier of the converter bridging clutch (WK) via a web (14).

26. (NEW) The hydrodynamic converter according to claim 22, wherein the pump (2) is connected to the outer disk carrier of the primary clutch (PK), the inner disk carrier of the primary clutch (PK) is connected to the drive (6), the turbine (3) is connected to the outer disk carrier of the converter bridging clutch (WK), and the drive (6) is connected to the inner disk carrier of the converter bridging clutch (WK) via a bolted-on disk (13).

27. (NEW) The hydrodynamic converter according to claim 16, wherein to control the clutches (PK) and (WK) a common valve unit is provided, which delivers or regulates a pressure between 0 bar and the system pressure, such that in the pressure range 0 bar to the converter pressure the transmission ability of the primary clutch (PK) can be controlled or regulated, while the pressure range between the converter

pressure and the system pressure the transmission ability of the converter bridging clutch (WK) can be controlled or regulated.

28. (NEW) A method for at least one of controlling and regulating a primary clutch and a converter bridging clutch of a hydrodynamic converter, in particular a hydrodynamic converter for a drive train of a motor vehicle the hydrodynamic converter comprising: a pump (2); a turbine (3) that is connected to a transmission input shaft (4); a stator (5); a primary clutch (PK) which connects a drive (6) detachably to the pump (pump impeller) (2); and a converter bridging clutch (WK) which connects the drive (6) detachably to the transmission input shaft (4), wherein the primary clutch (PK) and the converter bridging clutch (WK) can be activated by a common piston (8) via a common oil supply (9), the converter bridging clutch (WK) can be closed by action of pressure and the primary clutch (PK) can be closed by spring force of a spring (11) and can be opened by action of pressure, the method comprising the steps of:

one of delivering or regulating by means of a valve unit, a pressure between zero bar and the system pressure, such that in a pressure range 0 bar to a converter pressure such that the transmission ability of the primary clutch (PK) can be one of controlled or regulated; and

one of controlling or regulating the transmission ability of the converter bridging clutch (WK) in the pressure range between the converter pressure and the system pressure.

29. (NEW) The method according to claim 28, wherein when the primary clutch (PK) is made as a "negative" clutch and the converter bridging clutch (WK) is made as a "positive" clutch, when the converter's internal pressure is exceeded in a piston space (12) the converter bridging clutch is closed, while the primary clutch remains closed, and when the pressure falls below the converter's internal pressure, the common piston (8) is pressed against the force of the spring (11) and the primary clutch (PK) opens, while the converter bridging clutch (WK) is open, and when the pressure in the piston space (12) is about equal to the converter's internal pressure, the converter bridging clutch (WK) is open and the primary clutch (PK) is closed.

30. (NEW) The method according to claim 28, wherein when the primary clutch (PK) is made as a "positive" clutch and the converter bridging clutch (WK) is made as a "positive" clutch, when pressure in the piston space (12) exceeds the converter's internal pressure the converter bridging clutch (WK) is closed while the

primary clutch remains open, and when the pressure in the piston space (12) falls below the converter's internal pressure the primary clutch closes while the converter bridging clutch (WK) is open, and when the pressure in the piston space (12) is about equal to the converter's internal pressure, the converter bridging clutch (WK) and the primary clutch (PK) are open.